





Today's  
Advertisements.

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO AND  
YOKOHAMA.  
THE Imperial German Mail Steamship

## "BAVERN"

of the NORDEUTSCHER LLOYD.  
Captain H. Blecker, due here with the out-  
ward German Mail about TUESDAY, the  
25th instant, will leave for the above Places about  
24 hours after arrival.  
NORDEUTSCHER LLOYD.  
For further Particulars apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 21st June, 1901.

## NIPPON YUSEN KAISHA.

## FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU,"  
(3,111 Tons Gross, Captain N. Tait), will be  
despatched for the above Port, on FRIDAY,  
the 28th instant, at 4 P.M.

This Mail Steamer is provided with Superior  
Accommodation and with all modern fittings  
and improvements for the safety and comfort of  
Passengers. Doctor and Stewardess carried.  
Return Tickets issued by this Company are  
available for return by steamers of the other  
Lines.

For Freight or Passage, apply to

A. S. MUIHARA,

NIPPON YUSEN KAISHA.

Hongkong, 21st June, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with  
THE OREGON RAILROAD AND  
NAVIGATION COMPANY.

Operating the New First-class Steamships  
"INDRAVELL," "INDRAPURA,"  
"KNIGHT COMPANION,"  
between

HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,

and YOKOHAMA.

## THE Steamship

"INDRAPURA,"  
will be despatched for PORTLAND (OR.)  
on or about the 6th July, 1901.

Through Bills of Lading issued to Pacific  
Coast Ports and all Eastern, Canadian and  
United States Ports.

For through Rates of Freight and further  
Information communicate with or apply to  
ALLAN CAMERON,  
General Agent,  
97, LEA.

SHEWAN, TOMES &amp; CO.

Hongkong, 21st June, 1901.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "SUNDA,"

## FROM BOMBAY, COLOMBO AND

## STRAITS.

Consignees of Goods by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—

From London, &amp;c., by S.S. Oceana and

Persia.

From Persian Gulf, by B. I. S. N. and B. &amp; P.

S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

5 P.M. TO-DAY.

Goods not cleared by the 28th instant, at 4

P.M. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the  
Godown and a certificate of the damage obtained  
from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 21st June, 1901.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "QUEEN ADELAIDE,"

## FROM TACOMA, VICTORIA, YOKO-

## HAMA, KOBE, MOJI AND

## VLADIVOSTOK.

The above Steamer having arrived, Con-  
signees of Cargo are hereby requested to send  
in their Bills of Lading for countersignature  
and to take immediate delivery of their Goods  
from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

DODWELL &amp; CO., LIMITED,

Agents.

Hongkong, 21st June, 1901.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.  
Ladies and Children's Under-clothing Em-  
broidered, and all kinds of Embroidery.  
Materials can be supplied, if required.  
The Superiress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1891.

## STEAMERS EXPECTED.

Names.	From	Due.
Flintshire	Singapore	June 23rd
America Maru	Shanghai	June 25th
Bayern	Singapore	June 25th
Rosetta Maru	Moji	June 25th
Sachsen	Japan	June 26th
Catherine Apar	Singapore	June 26th
Hitchi Maru	Moji	June 26th
Silesia	Singapore	June 27th
City of Peking	San Francisco	July 4th
Empress of Japan	Vancouver	July 9th
Gaelic	San Francisco	July 12th

We would direct the attention of shipping firms to the  
style in which "Steamers Expected" and "Projected Sailings"  
are now published in these columns, and in so doing request  
the managers of shipping firms to be so good as to

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

ESTABLISHED A.D. 1841.

## THE LEADING MANUFACTURERS

## OF

## AERATED WATERS

## IN THE FAR EAST.

## OUR FACTORIES are constructed

with every attention to the most

principles that sanitary science can

suggest; and our NEW FACTORY

at WEST POINT is the LARGEST

and BEST EQUIPPED in the FAR

EAST.

## A perfect System of Filtration is

employed guaranteeing Absolute pur-

ity.

## The Machinery used is of the Latest

Type.

## A STAFF OF ENGLISH EXPERTS

attends to every detail of the Manu-

facture.

## The Waters produced are of the

highest class and excellence; as testi-

fied by the best English makers.

## A. S. WATSON &amp; CO. LIMITED,

## THE HONGKONG DISPENSARY,

Hongkong.

## The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 21, 1901.

## REUTER'S TELEGRAMS.

## GERMANY, AND HER TROOPS

## RETURNING FROM CHINA.

LONDON, June 19th.

The German Emperor has ordered a

powerful squadron of warships to meet the

troops returning from China at Gibraltar,

and to escort them back to Germany.

## FRENCH ACTIVITY IN INDO-

## CHINA.

The French Cabinet has approved of the

Convention between General Doumer and

several Paris Banks to build railways in

Indo-China, including a line 200 miles long

between Lachai and Yunnan.

## REPORTED LOSS OF THE

## "ASTORIA."

The Managers of the Hongkong Office of

the Hamburg-Amerika Linie inform us that

they have just received a telegram from Singa-

pore "Astoria reported total loss."

## WEATHER REPORT.

The Observatory report says—

On the 21st at 12.10 p.m. the barometer has

fallen on the E. coast of China. The depres-

sion appears to be leaving the coast and moving

into the Yellow Sea. Gradients moderate with

strong to moderate S. monsoon on the coast,

and in the N. part of the China Sea. Forecast—

Fresh S.W. winds; squally, showery.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## CRIMINAL SESSIONS.

Before His Honour Sir John Carrington,  
Kt., C.M.G., (Chief Justice.)

JUNE 21ST.

## THE ALLEGED BRIBERY CASE.

On the Chief Justice taking his seat this  
morning, Mr. Francis, K.C., proceeded to ad-  
dress the Jury on behalf of the Defendant. He  
pointed out that although the Defendant was  
charged on two separate counts they both  
arose out of the same transaction, and went on  
to say that what the Jury would have to decide  
would be not whether or no Crisp took the forty  
dollars from Chun Sim Ku, but with what  
intention did he take it? Counsel was of  
opinion that the case should have been dropped  
in its earlier stages so soon as the evidence  
of Mr. Tooker agent Crisp having told him,  
that he intended to make an example of this  
particular man came to light. This, added  
to the statement made by the Defendant  
when arrested, ought to have convinced any  
reasonable person that there was no ground  
for a prosecution, but the case having got  
into the hands of the Police it was only to  
be expected that it would be run out to the  
bitter end. Had it been a Policeman who was  
concerned the whole case would have been  
allowed to fall through. He then dwelt on the  
high character borne by the Defendant, who  
had held a good position in London for nine  
years and was specially engaged at home by  
the Crown Agents. He had done good work  
here for nine months directly under the  
eye of Mr. Tooker, and Mr. Tooker him-  
self spoke, as to his high character. Mr.  
Francis went on to review the evidence very  
thoroughly and commented freely upon the  
fact that whereas the witnesses for the pro-  
secution seemed to have their tales quite pat  
when examined by the Acting Attorney Gen-  
eral, yet when he (Mr. Francis) came to  
cross-examine them they evidently wanted time  
to consider their answers. This was especially

so in the case of the witness, Mr. Tooker.

The case was adjourned until two o'clock.

On the case being resumed at 2 p.m., His  
Lordship Sir John Carrington summed up  
the case to the jury. He recited the main points  
of the case. It seemed the complainant was  
trying to catch the defendant at the time  
the defendant was trying to catch the  
complainant. It was a case of East and West.  
His Honour pointed out clearly the various  
aspects to be considered by the jury, going  
through each item of the evidence we have  
already reported.

At 3.58 p.m. His Lordship asked the jury  
to consider their verdict, pointing out both the  
public and private interest which centered in  
the case. The jury, without retiring, found  
the Defendant not guilty on both counts by  
six to one.

## QUARANTINE.

A Government Gazette Extraordinary of  
yesterday's date publishes the following im-  
portant quarantine regulations.

The following Quarantine Regulations shall  
take effect from the 10th day of June, 1901, in  
lieu of those published in Government Notifi-  
cation No. 124 of 10th April, 1897.

## QUARANTINE REGULATIONS.

Under Section 25 of Ordinance 26 of 1891.

1. In these regulations, the term "Health  
Officer" means the Health Officer of the Port,  
or any other medical officer, duly authorised to  
act for or assist him, or in charge of any place  
set apart for the detention and isolation of the  
persons actually suffering from disease; and the  
term "Vessel" includes steamers, sailing ships,  
junks, and launches, and British and Foreign  
ships of war, as well as merchant ships of all  
kinds; the term "boat" includes any rowing-  
boat, sailing-boat, launch or pinnace; the  
term "port or place at which any infectious  
or contagious disease prevailed" means a port  
or place proclaimed to be such by order of the  
Governor in Council published in the Gazette,  
from the date of such proclamation. The words  
"infectious or contagious disease" shall, for  
the purposes of these regulations, mean  
cholera, choleric diarrhoea, small-pox, typhus  
fever, yellow fever, bubonic plague, and any  
such other epidemic disease as the Health  
Officer may consider to imperil the safety of  
the passengers or crew. The term "infected  
vessel" shall mean any vessel which has a case  
of any of the above mentioned diseases, on  
board or on which one or more cases of any  
such disease shall have occurred within a  
period of twelve days previous to the date of  
arrival of the vessel in the waters of this Colony,  
except in the case of cholera, when such period  
shall be seven days instead of twelve; the term  
"suspected vessel" means any vessel on which  
one or more cases of any of the above mentioned  
diseases shall have occurred at the time of  
departure or during the voyage, but on which  
no fresh case has occurred within a period of  
twelve days, or in the case of cholera seven days,  
previous to the date of arrival of the vessel in  
the waters of this Colony; the term "healthy  
vessel" shall mean any vessel which, having  
come from a port or place at which an infec-  
tious or contagious disease prevailed, has had  
no death from, and no case of any such  
disease on board while at such port or place, or  
during the voyage therefrom, and on arrival.

2. Every "infected" vessel, or "suspected" vessel,  
or "healthy" vessel arriving in the waters  
of the Harbour limits of Victoria fly a yellow flag  
(letter Q in International Code of Signals) and  
shall not communicate with the shore until  
granted pratique by express written order of  
the Health Officer who shall, in every case,  
board and examine all the passengers and crew  
of such vessel. But with the written consent  
of the Health Officer any such vessel which is  
on a voyage to any other place may be allowed  
to proceed on such voyage or to tranship her  
passengers for the purpose of completing such  
voyage: Provided that no communication has  
been held with the shore except as permitted  
by these regulations.

3. Every "infected" vessel, or "suspected" vessel,  
or "healthy" vessel shall proceed at once to the  
Quarantine Anchorage and shall not remove  
therefrom, except from stress of weather, until  
released by order of the Health Officer. No  
vessel having to leave the Quarantine An-  
chorage from stress of weather shall communi-  
cate with the shore, or with any other vessel,  
and such vessel shall return to the Quarantine  
Anchorage immediately such stress of the  
weather has subsided. Provided that in case  
of stress of weather involving probable actual  
danger to the vessel, the vessel may remove for  
a time, but shall be deemed nevertheless for  
all purposes to be subject to all other regulations  
applicable to such vessels.

No such vessel shall enter the Harbour  
limits of Victoria before 6 a.m. or after 6 p.m.

4. The Quarantine Anchorage shall be  
the following boundaries, and the master of  
every vessel shall remove his vessel to any  
part of the Quarantine Anchorage as and when  
required by the Harbour Master:—

Western Boundary.—A line drawn from  
the west side of Stone Cutters' Island to  
the west side of Green Island (on Admiralty  
Chart marked as harbour boundary).

Southern Boundary.—That part of a line  
having the Naval Coal Sheds at Kaulung  
bearing E. by S. commencing where it  
meets the eastern boundary, and termi-  
nating where it meets the western  
boundary.

Eastern Boundary.—A south line drawn  
from a white mark on south side of Stone

Cutters' Island, until it reaches the  
southern boundary.

Northern Boundary.—Five fathom line of  
soundings.

5. The master or other person having the  
control of any vessel shall give the Health  
Officer or Boarding Officer such information  
about the vessel and the voyage and the health  
of the crew and passengers and otherwise as  
the Health Officer or Boarding Officer may  
require, and shall answer truly and fully all  
questions put to him by the Health Officer or  
Boarding Officer.

6. (a) On the arrival of an "infected" vessel  
at the Quarantine Anchorage the Health  
Officer shall medically examine all persons on  
board such vessel and shall arrange for the  
removal of any persons suffering from any of  
the above mentioned diseases, to a Hospital,  
and the removal of any dead bodies for burial.  
The passengers and crew shall then be kept  
under observation either on board such vessel  
or at an Observation Station to be hereafter  
appointed by the Governor in Council, or shall  
be permitted to land, and be kept under sur-  
veillance at their residences on shore, at the  
discretion of the Health Officer: Provided  
that such observation or such surveillance shall  
in no case extend for a longer period than ten  
days, or in the case of cholera five days, from  
the date of arrival of the vessel in the waters  
of this Colony. The Health Officer shall then  
forthwith proceed with the disinfection of the  
vessel and with the disinfection or destruction  
of such of the merchandise on board and of the  
baggage and personal effects of the passengers  
and crew as he may deem necessary, and the  
Master of every such vessel shall comply with  
any instructions that the Health Officer may  
give as to the disinfection and pumping out of  
bilge water, the disinfection of drinking water  
tanks, and the provision of a proper and  
adequate supply of fresh drinking water.

Provided that any person certified by the  
Health Officer to be suffering from any illness  
which such Officer suspects may prove to be  
infectious or contagious disease may either be  
detained on board the ship or may be taken to  
some hospital or other place appointed for the  
purpose, and detained there for a period not  
exceeding two days, in order that it may be  
ascertained whether his illness is or is not con-  
tagious; and that during such period the vessel  
may be treated as an "infected" vessel.

(b) On the arrival of a "suspected" vessel  
at the Quarantine Anchorage, the Health Officer  
shall medically examine all persons on board  
such vessel. The passengers and crew shall, if  
found to be free from any infectious or con-  
tagious disease, be permitted to land but shall  
be kept under surveillance at their residences  
on shore for such period of time as the Health  
Officer may deem necessary: Provided that  
such surveillance shall in no case extend for a  
longer period than ten days, or in the case  
of cholera five days, from the date of arrival  
of the vessel in the Harbour limits of  
Victoria. The Health Officer shall then pro-  
ceed with the disinfection of the vessel and  
with the disinfection or destruction of such of  
the merchandise on board and of the baggage  
and personal effects of the passengers and  
crew as he may deem necessary; and the  
Master of every such vessel shall comply with  
any instructions that the Health Officer may  
give as to the disinfection and pumping out of  
bilge water, the disinfection of drinking water  
tanks, and the provision of a proper and  
adequate supply of fresh drinking water.

(c) "Healthy" vessels shall be visited and  
the passengers and crew medically examined  
by the Health Officer, and if found to be free  
from any infectious or contagious disease, such  
vessels shall be admitted to free pratique  
immediately on arrival, irrespective of the  
nature of their bill of health. The Master  
of every such vessel shall comply with any  
instructions that the Health Officer may give  
as to the disinfection and pumping out of  
bilge water, the disinfection of drinking water  
tanks, and the provision of a proper and  
adequate supply of fresh drinking water.

The passengers and crew may, moreover, at the  
discretion of the Health Officer, be kept under  
surveillance for a period of time not exceeding  
ten days from the time of leaving the infected  
port.

7. If any vessel in the waters of this Colony  
is known to have any case of any infectious or  
contagious disease on board, or is a vessel  
which, in the opinion of the Health Officer, ought  
according to these regulations to be placed  
under observation, the Health Officer shall  
order such vessel to the Quarantine An-  
chorage, and the Master or person in charge  
of such vessel shall thereupon hoist a flag of  
yellow colour (letter Q in the International Code  
of Signals) upon such vessel and remove the  
vessel to the Quarantine Anchorage, and all  
the regulations applicable to "infected" vessels  
shall apply to such vessel.

8. In case of a death from an infectious or  
contagious disease happening on board any  
vessel, the body shall be disposed of in such  
manner as may be ordered by the Health  
Officer; and the Master of the vessel shall carry  
out such orders as the Health Officer may give  
him in relation to the disposal of the body.

9. No person shall leave any "infected" or  
"suspected" vessel, or hold communication  
from such vessel with the shore, or with any  
other vessel, or take or send any person or  
thing whatsoever out of the vessel, until the  
express written permission of the Health  
Officer has been communicated to the Master  
or other person having the control of the vessel,  
and such precautions as the Health Officer  
may require have been observed.

10. No person other than the Health Officer,  
or persons in his boat, shall approach within  
thirty yards of any "infected" or "suspected"  
vessel, or hold any communication with such  
vessel, or with any person on board of it, or  
receive or take any person or thing whatsoever,  
directly or indirectly, from the vessel or from  
any person on board of it, without having first  
received the express written permission of the  
Health Officer, and observing such precautions  
as the Health Officer may require.

11. No person placed on board the *Hygieia*  
shall leave the same or hold communication  
with any vessel or boat, or take or send any  
person or thing whatsoever out of the *Hygieia*  
without having first received the express  
written permission of the Health Officer, or  
Medical Officer in charge, and observing such  
precautions as such officer may require.

12. No person other than the Health Officer,  
or Medical Officer in charge, or persons ex-  
pressly deputed by them, shall go on board or  
approach within thirty yards of, or hold com-  
munication with, the *Hygieia* or with any person  
in it or receive or take anything whatsoever,  
directly or indirectly, from the *Hygieia* or from  
any person in it, without having first received  
the express written permission of the Health  
Officer, or Medical Officer in charge, and  
observing such precautions as such officer may  
require.

13. The Captain Superintendent of Police,  
and any officers that he may appoint for the  
purpose, may order any person leaving or com-  
ing from any "infected" or "suspected" vessel  
or from the *Hygieia*, or taking or sending any  
person or thing whatsoever from any such  
vessel, to remain in, or return to, and to return  
such persons or things to such vessel or to the  
*Hygieia*, and may, by such necessary force as  
the case requires, compel any person neglect-  
ing or refusing to observe such order to obey  
the same.

14. Nothing in these regulations shall render  
liable to detention, disinfection, or destruction,  
any article being part of any mails conveyed  
under the authority of the Postal Administration  
of any Government, or shall prejudicially affect  
the delivery in due course of any such mail to  
the Post Office.

15. Where a vessel is a Chinese Passenger  
Ship (as defined by Ordinance No. 1 of 1899),  
or has passengers on board who are in a filthy  
or otherwise unwholesome condition, or is over-  
crowded with passengers, emigrants or other-  
wise, the Health Officer may, in his opinion  
it is desirable with a view to checking the  
introduction of any infectious or contagious  
disease, and on his certifying to that effect,  
order such vessel to proceed to the Quarantine  
Anchorage or to such place as he may direct,  
and may detain under observation or surveil-  
lance the passengers and crew for such period,  
not exceeding ten days from the arrival of the  
vessel, as he may direct: and if the vessel is  
also an "infected" or "suspected" vessel, the  
measures prescribed in regulation 6 (a) and  
6 (b) respectively may also be enforced.

16. Any costs and expenses charged or in-  
curred by the Government for the medical  
attendance and maintenance of any person,  
whether on the ship's articles or not, who is  
removed to the *Hygieia*, or any other hospital  
or place from any vessel under these regulations  
for Medical Treatment or surveillance, or for  
the burial of any such person who may die, or  
of any dead body found on board any vessel, or  
for the cleansing and disinfection of any vessel  
or of the merchandise on board any vessel, or  
of any part of such vessel or merchandise, includ-  
ing the hire of any necessary labour—boats,  
junks, hulks, premises on shore and disinfecting  
appliances shall be paid to the Government by  
the owners or agents of the vessel on demand.

17. Where any breach of any of the above  
regulations is committed, all the persons assist-  
ing in any way in the commission of such  
breach and the Master or other person having  
the control of any vessel or boat on board of  
which such breach has been committed, or  
which has been in any way engaged in the  
commission of such breach, shall be severally  
answerable for such breach, and shall be  
deemed guilty of the same.



## SHOOTING.

"D" CO. H.K. V.C. 2. SERGTS. 2ND R.W.F.

Teams representing the above met on the New Volunteer Range at Tai Hang on Thursday afternoon. Strong squalls and a very uncertain light tended to make the day anything but a good one for accurate shooting. Each team was composed of eight men; the distances being 200 yds., 300 yds., and 600 yds. seven shots and two sighters at each range, and the best six scores to count. The result was a win for the volunteers by 23 points.

The following are the best six on either side:—

"D" CO.	200	300	600	Total.
Private Horley	32	28	28	88
" Watson	32	30	22	84
" Mackenzie	30	23	31	84
" Andrew	28	26	20	74
" Clark	30	29	24	83
" Bowley	27	18	10	55

SERGTS. 2ND R.W.F.

SERGTS. 2ND R.W.F.	200	300	600	Total.
Sergt. Dr. Mackie	33	28	21	82
Sergt. Doolan	30	25	25	80
Sergt. Majorickman	34	21	25	80
Band Sergt. Adams	29	26	21	76
Sergt. Moore	29	31	14	74
Armr. Sergt. Williams	25	24	13	62

180 158 116 454

## AT THE MAGISTRACY.

Leung Lin got 3 weeks' hard labour for stealing a bag of rice valued at \$5.50.

## STEALING RICE.

The usual batch of opium cases were on this morning and fined as usual. It is probable to see the weeks of humanity with the work of the disease all over them charged every morning with possession of illicit opium.

## CHINESE TERRY GOVERNORS.

Wan Ip and Chang Tau had a willing round or two in Kennedy Town and were fined \$5 or 10 days each.

## A STOLEN ABACUS.

Lam Shing, charged with stealing an abacus, went to prison for 14 days. His defence was of the usual monotonous character. "A man I did not know gave it to me."

## ASSAULT.

J. D. H. S. dos Remedios charged Ching Tin Hing with assaulting his daughter. The evidence showed that defendant slapped the child, knocking her against the door. The children admitted having pulled his queue at various times. The defendant was fined \$5.

## THE PLAGUE.

Number of cases reported (Chinese) 1,320 up till noon of the 20th (Other Asiatics 44) June, 1901 (Europeans 25)

Number of cases reported (Chinese) 18 during the past 24 hours (Other Asiatics 1) (Europeans 0)

Total number of cases reported to date 1,406

Number of deaths reported (Chinese) 1,275 up till noon of the 20th (Other Asiatics 30) June, 1901 (Europeans 9)

Number of deaths reported (Chinese) 19 during the past 24 hours (Other Asiatics 1) (Europeans 0)

Total number of deaths recorded to date 1,334

Since noon on Saturday last the cases and deaths are:—

Cases Chinese 128 (Other Asiatics 7) (Europeans 2)

Deaths Chinese 124 (Other Asiatics 5) (Europeans 3)

Total 132

The plague returns for last week were:— Cases 151 Deaths 151

The returns for 21st June, 1901, were:— Total deaths to date 2,007 New cases in previous 24 hours 24 Deaths in previous 24 hours 39 Patients under treatment 157

All the Europeans in Kennedy Town Hospital are progressing favourably.

Mr. Bartholemew Bawly admitted yesterday, we regret to say died this morning.

## HONGKONG AND SHANGHAI BANK ROBBERY.

## FURTHER DETAILS.

(Strait Times, June 13th.)

The activity of the police and bank officials in connection with the solution of the mystery surrounding the recent Hongkong and Shanghai Bank robbery has already been alluded to in these columns. Several arrests have been made, and these have resulted, as will be seen from the appended report, in several charges at the Second Police Court this morning. After the charges had been read over to the prisoners, who are all Klings, the proceedings were adjourned for one week.

This morning, fourteen individuals, two of them women, were brought before Mr. Mitchell in connection with the recent robbery of \$270,000 at the Hongkong and Shanghai Bank.

The following are the details of offences laid to their charge.

Nina Mahomed is charged with theft as a servant, of \$270,000, the property of the Hongkong and Shanghai Bank on the 25th ult.

Singaram, Mutu Kamaran, Ana Munia Pillay, Kata Piramah, and two women named Papamah and Haila, are charged with receiving stolen property to the value of \$12,000, the property of the bank, on the 26th ult.

Kechi Mahin is charged with abetment of Nina Mahomed and with receiving \$15,000, the property of the bank.

Ans Nina Mahomed and Kader Mydin are charged with receiving the sum of \$3,000, the property of the bank.

Noor Mahomed Abubakar, and Kupensah are charged with having on the 31st of March last retained 23 keys stolen from, and the property of, the bank.

Mahomed Hassan is charged with aiding and abetting Nina Mahomed, in consequence of which abetment the offence of theft was committed. Inspector Watchman asked for a postponement for a week. This was granted, but not allowed.

## WHAT'S UP WITH RAUBS?

A good many people in Hongkong have heard exercised in their minds about Raub shafts lately. Perhaps the following letter to the *Strait Times* of the 14th instant, will interest them:—

Sir,—I shall be obliged if you will insert the following letter in your paper:—The reports on Raub by Mr. McCarthy and Mr. Herbert Curle, as published in the *Strait Times*, and which have caused such a bad impression among shareholders and the public, have done much to the value of Bukit Komau mine. The former puts down the quantity of payable stone, (i.e. stone carrying 15 dwts. or upwards to the ton) as approximately 6,000 tons while the latter values it at 30,000 tons—a vast difference of opinion. While on this subject I should like to point out to you the utter impossibility of either of these gentlemen being able to give you anything like an accurate estimate of the number of tons of ore in sight, or the value of each ore, because the reef formation in Raub is patchy and varies in size. Some four years ago, I had the pleasure of examining the Bukit Komau mine with the late Mr. Bibby, and from my experience in gold mining in England and elsewhere, came to the conclusion that it was a very promising property and I still believe so. Though a large quantity of the best quartz has been extracted and milled from above the 14th level, there is every probability of a large quantity still remaining undiscovered, especially below the 140 ft. level. From the 140 ft. level to the 240 ft. level only 3 winzes have been sunk to prove the value of the lode and for ventilation. No. 1 is 123 ft. south of the main shaft; No. 2, 464 ft. further south, leaving a distance of 341 ft. between these winzes, which amounts to a block of quartz 342 x 100'. The thickness of reef, as near as I can ascertain by reports, is 6', or about 15,000 tons. In my opinion these winzes are too far apart and leave a large extent of ground unexplored. The same remarks apply to the winzes in North level. Between No. 1 South level winze and No. 1 North level winze must be a distance of 317 x 100 x 7 = 13 = 17,69 tons. The following remarks from Mr. McCarthy's report show that these blocks of quartz are immediately underneath the slope in the 140 ft. level that produced rich quartz, and there is every reason to believe this rich quartz will continue down from the 140 ft. towards the 240 ft. at least some distance. Mr. McCarthy writes:— "40 ft. Level, North.—Opposite the main shaft, the formation was fully 16 ft. in width, dipping 80° to 85° to the east, and carried in a wide body of ore, since stopped out, up to the old working, above, and for a distance of 100 ft. to the north, and 200 ft. to the south of the shaft. Beyond the 100 ft. north the slopes now working are being opened up upon the hanging wall side of the formation, that on the foot-wall, and richer portion having been long since worked out. A cross-cut from the leading slope 32 ft. in length cuts into these old filled-in stopes, and has lately been driven in the hope of picking up bunches of ore overlooked and left behind. A sample of a small bunch thus left gave 1 oz. 12 dwts. 6 grs. per ton, proving the ore to have been very good."

For 404 ft. up to No. 2 winze south, the formation has carried good ore throughout, and has mostly been found on the foot-wall side, but beyond this winze the ore leaves the foot wall and goes over to the hanging-wall side. The ore up to about No. 3 air-shaft is, as above stated, stopped out, unless there is ore still to be found on the hanging-wall, and as would seem to be the case, from ore left standing where cross-cut No. 1 cuts it. At No. 5 air-shaft the ore is 30 ft. wide; and back to No. 3 air-shaft, slopes Nos. 10, 6, 8, and 7, and are all in large bodies of stone up to No. 6 north of No. 3 air-shaft.

It is impossible for any mining engineer to tell you the value of this ground, from the number of samples taken and assayed by Messrs. McCarthy and Curle. I can find no mention of a single sample having been taken from either of the winzes, or from the bottom of the 140 ft. level. Had samples been taken say every 10 ft. from each side of winze down to the bottom, a much better idea would have been formed as to the value of these two blocks of ground, and you would know approximately how far your rich ground goes down, but you could not get a true result, because the samples taken only represent the value of the ore in the immediate vicinity of the hole from which sample was taken. As for these two blocks of quartz having only been partially proved, and the only way to prove their property is to sink intermediate winzes to meet the level now being driven from the 200 ft. level. My experience in gold mining in England has taught me the great mistake of sinking winzes too far apart in formations of this character. In Silencing, Punjom, and Kechnu, it has been proved over and over again that the lode or lode formations are very patchy and it often pays to break the low class ore. In doing so, and when least expected, you often come upon a rich strike or deposit of payable ore.

Mine managers will tell you it is too expensive sinking winzes and driving levels near each other. This is true, it is expensive, but it pays far better in the long run, as you prove your ground and are not so likely to miss any "white" ore. Only a year or so ago Raub was looked upon as a good property, and though there is no very radical change, except that a few thousand tons of quartz have been taken from the upper levels of Bukit Komau, and the ore fell off in value in the bottom levels, which is certainly not a good sign, though the formation may be only passing through a poor zone of country. This, however, may be regarded as counterbalanced by the discoveries in Bukit Komau.

There has been a great deal said about the mismanagement of the Raub properties in not having plans of the mine, systematically sampling, etc., etc., but the cause of all the mischief and the great mistake made was in sanctioning the erection of the extra 40 head of stamps when half the number would probably have been sufficient to crush the payable stone from the mines. It matters not who the manager of the property is, or what his capabilities are, he is bound to come to grief when he has a larger mill than is requisite; because, if the mill is not kept going continually, the directors want to know why; and in many cases the manager has to keep the mill going and consequently crushes quartz of 1 or 2 dwts. gold per ton at a heavy loss. It would pay better to leave this quartz in the stopes. Mr. Curle sums up as follows:

What is the financial position?  
Answer. Profit in sight in the mine. £49,000 Concentrates. £100,000

£149,000  
Taking these figures as correct, this is a good sum, and, with judicious management and systematic working, will go a long way to further develop the property and prove the continuance of gold-bearing formation in depth.

Mr. McCarthy speaks of the 240 ft. level in Bukit Komau as follows:—

Further remarks and recommendations.—The question as to whether the gold goes down in depth I have not hitherto touched upon. The indications are certainly not good, neither are they bad. Although the 240 ft. level in Bukit Komau is not in such good stone as in the 140 ft. level,

yet, in that the gold holds down to this lower level, where the whole nature of the reef is changed from a soft, sandy, and to that of a tight, hard mineralized ore, it is in itself a good sign; and with levels opened up below, larger areas of payable ground may be met than have been found in this one. This question is one that must affect the whole policy of working the Raub Concession.

His remarks are cautiously made, and though he does not hold out such hopes as the shareholders have been looking for, he says there are good signs in the bottom level. From what I saw on the bottom level of Bukit Komau I must support this gentleman in this opinion. Mr. Curle's report coming so quickly after Mr. McCarthy's has no doubt made people think that Raub is practically a ruined property. This I do not believe. There has lately been a great deal of gambling in Raub shares. This may probably have had a great deal to do with the bad reports flying about Singapore.

I remain, Sir,  
Yours faithfully,  
GEORGE LAWS, M.E., A.I.M.M.  
Late Manager,  
Silencing G. M. Coy.

5 Battery Road.

## SMALL SOLDIERS.

An Englishman named Ellis has called the English volunteers such insulting names as "little undersized starvelings," "decked out in khaki," "a discredit to the British Army," and "men picked up in the slums." The *Spectator* attacks him for this. It says that the untrained big man will beat the untrained little man at fisticuffs or in a wrestling match, but in trained armies weight tells for very little. So long as their armies were recruited from the cities and villages of Italy, the small-limbed Romans defeated the large-limbed Germans in almost every encounter, and this although the men of the forest were hunters, loved the open air, and ate, it is always assumed, quantities of meat. The wiry little Roman who took blows from a vine stock from his own officer must have been one of the best soldiers who ever lived. It was after Rome had enlisted the big barbarians in scores of thousands that her standards went back in battle. The slight and pallid Saracens drove the picked soldier of Europe out of Palestine. If armour is any test, the heroes of the Middle Ages were comparatively little men. Of the men who fought at Jena, the Frenchmen were probably by 10 per cent. the smaller, yet German, Pomeranian, and Pole alike receded before their charge. There are probably no such men in the world as are to be found in our Sikh regiments, their average being nearly two inches higher than our own, yet Englishmen defeated them at Sobroon, and if they revolted our officers would lead the undersized Ghorakhs against them with perfect confidence. That the Japanese "dwarfs" defeated the Chinese may be a counted nothing; but the Chinese officers who have watched the former in action believe that they would beat the Russians, an opinion which is shared by the Sikhs, who have observed both, which is the more remarkable because the Sikhs have to overcome an instinctive feeling about the European. Our own "light" regiments—e.g. the Rifle Brigade—which, because they are "light," are tolerant of "weeds," are among the best regiments in the Service; nor is there any regiment in the world that would not be proud of defeating Zouaves, whose average low stature has frequently been commented on. The truth is that weight and height have almost as little to do with fitness for soldiering as with fitness for command. The man who can walk thirty miles a day and carry his rifle easily will if he has nerve, make an excellent soldier. A regiment of Lord Robert's would seem to suit his growth, though they were badly fed they would appear to most well-fed citizens, like Mr. Ellis, a regiment of starvelings. Height, or the want of it, does not interfere with shooting. It arises, we suppose, from some instinct of selection that our sailors, who will face any troops, are seldom exceptionally tall. And if the *Daily News* will permit us the remark, little men who, as their riding-master informed us, will fall any number of times and care nothing about it, are capable of being very soon fished into effective cavalry.

The illusion about the courage and endurance of citizens as compared with countrymen is equally without foundation. Lad for lad, the city wall is as well fed as the country labourer's son, though his food leaves him with a tendency to pallor instead of a tendency to ruddiness. He is as much "out" as his rival, though it is in the street instead of the lane; and though bad seems to stunt his growth, it does not destroy his health, as witness all statistics of city mortality if children under three are excluded. As for his courage, Mr. Ellis should go and hit a young London coterminger, perhaps of all the families of man the one readiest for a fight. The earlier armies of the Roman Republic were drawn from Rome itself, that is, from Southern slums to which Bethnal Green is a sanatorium. The train bands of London were a force all through our medieval history, and were composed in great part of City apprentices certainly not better cared for than our young roughs. All through history the greatest heroism has been exhibited in the defence of towns by their own citizens, and few generals would rather meet a regular army in the field than storm-Constantinople if defended by its people, born and bred in what are probably the worst slums on earth. Paris and Berlin notoriously contribute to their armies some of the bravest and best soldiers, and we have no good authority, though we cannot give the figures, that the number of our own non-commissioned officers who are born Londoners is out of all proportion to the population of the United Kingdom. They are not popular with drill-masters because they are "cheeky" and have such a notion of their "rights," but they learn the work quicker than the countrymen, are more resourceful, and benefit more rapidly by discipline, exercise, and good food. Journalists write of the "enervating life" of towns, but there is no harder or harder life than that of the street-boy, who will cheerfully fight a yokel for 50 per cent. heavier than himself.

This matter should not, however, be left to newspaper discussion. It deeply concerns the vital questions both of recruiting and of the territorial organisation of the reserve, which, if habit makes the difference usually thought, is obviously wrong. If Cockneys are inferior soldiers, yokels and Cockneys should be mixed up together. If we are not advancing towards conscription, we are advancing towards a very large demand on the youth of the kingdom for recruiting purposes, and the more we know, accurately know, of the varying qualities of our material, the better will our organisation be. Mr. Brodick can easily discover the birth-place of every man in the Army, and gather up the opinions of the most experienced recruiting officers as to the classes and localities from which the best supplies may be obtained. Let him do it, tell the House of Commons the result, and so dispense for a generation or two, as we believe, or upon sound tradition, as the majority believe, have a most hampering effect. He will find, we fancy, when he has compared his Reports, that while the stubborn peasantry of East Anglia and the Lowlands, who are identical in race, still furnish his best material, the Londoners were East Anglians almost to the core.

a man, the next best is supplied by the population of the great crowded cities, which lives on the whole the hardest life of the entire community. There will then be no reason for disturbing still less for scorning, the military quality of two-thirds of our population.

## NOTANDA.

## CALENDAR.

## JUNE.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.763
Thermometer	80.7
Humidity	83.0
Rainfall	16.496

## TO-DAY.

WEATHER REPORT.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.75	29.71
Temperature	85	84
Humidity	79	81
Rainfall	.001	—

## TO-MORROW.

WEATHER REPORT.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.75	29.71
Temperature	85	84
Humidity	79	81
Rainfall	.001	—

Friday, 21st June, 1901.

Chinese—6th of 5th moon of 27th year of Kwang-su.

Sun—Rises 5hr. 18min. Sets 6hr. 45min.

High water—Morning 7hr. 15min. Afternoon 1hr. 30min.

Low water—Morning 5hr. 50min. Afternoon 11hr. 30min.

ANNIVERSARIES.

1860—Melazzo captured by Garibaldi.

1870—Massacre at Tientsin.

1895—Opening of the Elbe and Baltic Canal.

1898—Anglo-Italian syndicate obtain the concession of mining and necessary railways in three northern prefectures of Honan—Disaster at the launch of H.M.S. *Albatross* at Blackwall, 37 persons killed.

1899—Fire at 205 Queen's Road Central.

1900—Tientsin bombarded for two days.

TO-MORROW.

Saturday, 22nd June, 1901.

Chinese—7th of 5th moon of 27th year of Kwang-su.

Sun—Rises 5hr. 18min. Sets 6hr. 45min.

High water—Morning 7hr. 15min. Afternoon 1hr. 30min.

Low water—Morning 5hr. 50min. Afternoon 11hr. 30min.

ANNIVERSARIES.

1840—Canton blockaded by the British.

1855—Serious damage caused by excessive rains in Hongkong.

1893—Loss of H.M.S. *Victoria* with 351 lives.

1897—Celebration of the Diamond Jubilee of H. M. Queen Victoria.

1898—American flag hoisted on the island of Guam—American troops land at Aguaduro under fire from Spanish forces.

1899—Armed attack on Custom station and French Consulate at Mengtze Yunnan.

1900—H. E. Li Hung Chang ordered to Peking to suppress the Boxers, and to restore order.

## AGENDA.

TO-MORROW.

Noon—P. & O. Co.'s steamer *Parramatta* with mails etc. leaves for Europe.

3 p.m.—Douglas Co.'s steamer *Haitan* leaves for Coast Ports.

Cargo ex *Wurzburg* subject to rent.

Cargo ex *India* subject to rent.

SUNDAY, 23rd.

O. S. K. Co.'s steamer *Dalgin Maru* leaves for Coast Ports.

Cargo ex *Malta* subject to rent.

MONDAY, 24th.

4 p.m.—N. Y. K. steamer *Riojun Maru* leaves for Victoria B.C. and Seattle U.S.A.

TUESDAY, 25th.

Cargo ex *Sado Maru* subject to rent.

WEDNESDAY, 26th.

O. S. K. Co.'s steamer *Maideuru Maru* leaves for Amoy, Yui Swatow and Amoy.

Noon—C. P. R. Co.'s steamer *Empress of India* with mails etc., leaves for Vancouver B.C.

THURSDAY, 27th.

Noon—E. & A. Co.'s steamer *Airline* leaves for Australia Ports.

Noon—U. S. Co.'s steamer *Coptic* leaves Honolulu via Shanghai, etc.

Noon—N. D. L. steamer *Sachsen* with mails passengers etc., leaves for Southampton.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

June 18th.

Mr. J. F. O. Stratton, 3rd engineer s.s. *Whampoa*, has been promoted 2nd engineer s.s. *Shashi*.

Mr. H. Knox, has joined the *Whampoa*, as 3rd engineer.

Mr. McCarthy, 2nd engineer s.s. *Elita Nossack*, has left that ship.

Mr. Jorgensen, 2nd officer, *Elita Nossack*, is on sick leave at Shanghai.

Mr. Siegmund, has been transferred and engineer of the *Elita Nossack*, from the *Nanyang*.

June 19th.

Mr. D. C. Campbell, lower Yangtze pilot, having returned from leave, has resumed his duties as pilot of the Canadian *St. Clare* steamers.

Mr. H. Petersen, chief officer, *Stor Nordiska*, is acting master, same steamer.

Mr. A. J. Jackson, chief engineer, *Chienfiao*, from leave, has been transferred to the *Kaipan*.

Mr. A. G. Smith, chief officer, *Yuenwo*, is transferred to the *Wosang*.

Mr. J. Harris, 2nd engineer, *Neuchwan*, is transferred to the *Shashi*.

Mr. R. Lewis, 2nd officer, *Shashi*, is transferred to the *Neuchwan*.

Captain J. W. Miller, from leave, has resumed command of the *Paojing*.

Captain P. Garriock, *Paoling*, is awaiting orders.

Mr. J. W. Mennell, chief officer, *Choyang*, is awaiting orders.

Mr. H. Cuthbertson, 2nd engineer, awaiting orders, has been transferred to the *Taiyang*.

Mr. W. C. Elder, acting 3rd engineer, *Taiyang*, has signed off.

Mr. S. J. Payne, chief officer, *Wosang*, is transferred to the *Choyang*.

Mr. John Koo has gone 3rd officer, *Choyang*.

Mr. W. W. Kay, has been appointed, and officer, *Hanan*.

Mr. E. B. Heyes, 2nd officer, *Hanan*, is promoted chief officer, same steamer.

Mr. F. C. Everett, chief officer, *Hanan*, is on leave.

Mr.



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TO-MORROW, 22nd June, at Noon.
RIJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 24th June, at 4 P.M.
HITACHI MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 28th June, at Daylight.
ROSETTA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 19th June, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.

## THE Twin Screw Steamship

## "AMERICA MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 11th June, 1901.

## WORTH A GUINEA A BOX.

## BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helena, England

SOLE AGENTS for HONGKONG and the

EMPIRE OF CHINA—

WATKINS, LIMITED,

APOTHECARIES' HALL, 66, Queen's Road,

Central, Hongkong.

## Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

## PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 31st August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.

The O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 27th instant, at Daylight, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

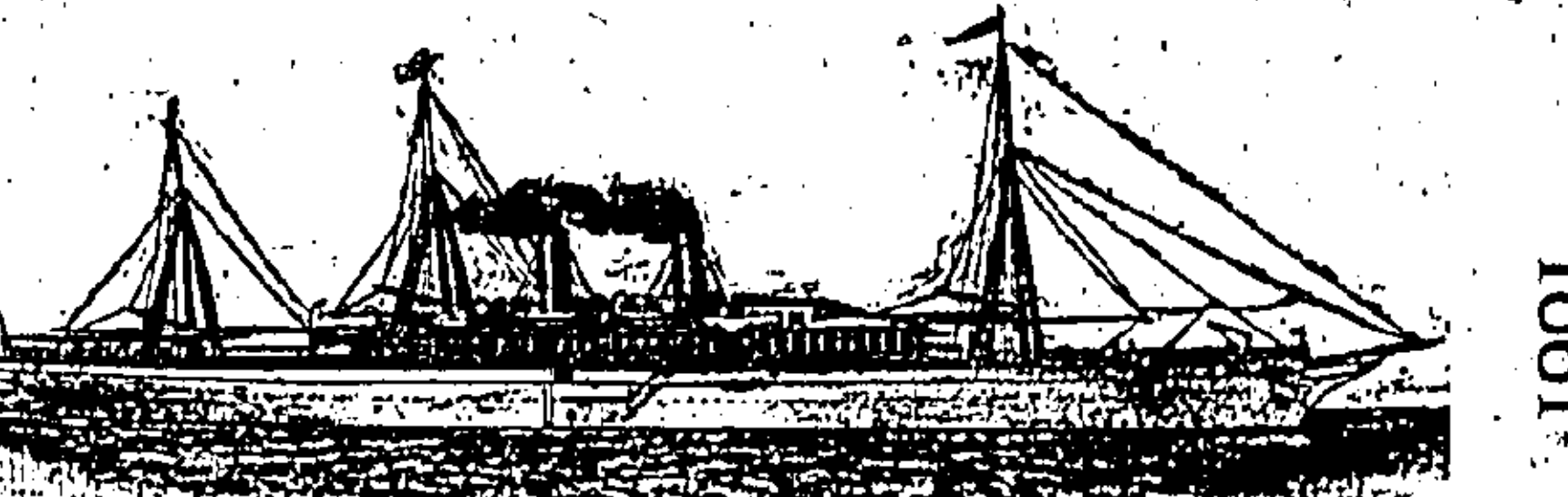
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th June, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 5th June, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through-Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	25th June. Freight.
SAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	12th July. Freight.
WUERZBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th July. Freight.
ACILIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	9th August. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings,

Hongkong, 14th June, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO-SAIL:
SHANGHAI	"WHAMPOA"	24th instant.
ILOILO and CEBU	"CHINKIANG"	27th instant.
MANILA	"SUNGKIANG"	28th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIWAN"	On or about 14th July.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 21st June, 1901.

[51c]

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PELEUS"	25th June.
	"DEUCALION"	2nd July.

S.S. "IXION" from GLASGOW and LIVERPOOL has arrived, and will leave for SHANGHAI and JAPAN, TO-MORROW, the 22nd instant, A.M.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	"MACHAON"	25th June.
	"PROMETHEUS"	15th July.
	"ALCIBIADES"	23rd July.
LIVERPOOL (DIRECT)	"GLAUCOS"	About 15th July.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. B. Co.

Hongkong, 21st June, 1901.

[12]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King. | 3,379 | about | June 21

## THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 21st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, China and Japan.

18th June, 1901. [184c]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG," Captain E. J. Buller, will be despatched as above on TUESDAY, the 25th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th June, 1901. [647c]

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901. [226c]

## "GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLEN GARRY," Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901. [579c]

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI," Captain J. J. Buller, will be despatched as above on or about the 10th July.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901. [529c]

## "GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP.

THE Company's Steamship

"GLENESK," Captain J. Rafferty, will be despatched for the above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901. [614c]

## "ARARA,"

will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th May, 1901. [617c]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports, TO-MORROW, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to DOUGLAS LAIPRAK & Co., General Managers.

Hongkong, 20th June, 1901. [653c]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SEATTLE VIA SHANGHAI AND JAPAN.

THE Company's Steamship

"HYSON," Captain J. S. Hogg, will be despatched TO-MORROW, the 22nd instant, taking Cargo to SEATTLE and Overland Points, U.S.A., via Great Northern Railway at Current Rates.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 18th June, 1901. [643c]

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 23rd instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th June, 1901. [226c]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE," Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly-qualified Surgeon are carried.

N.Z.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th June, 1901. [594c]

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 3rd July, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 19th June, 1901. [321c]

## To be Let.

TO LET.

FOR Three Months, from 20th JUNE, a FURNISHED HOUSE at KOWLOON.

Apply to "F.Z." C/o This Office.

Hongkong, 12th June, 1901. [614c]



## RUSSIA'S POSTAL STAMPS.

Russia's system is worked on different lines from the British, owing to the vastness of the land to be covered. It is easy to understand that in a country of Russia's dimensions it would not pay to run the postoffice mail routes into every little nook and corner, says the *Westminster Gazette*. The imperial post determines a fixed route for its mails. All districts which are not that route are permitted to establish miniature posts, which carry letters to the nearest station on the route of the imperial post. These posts are organized and worked by the local municipal governments, which issue the stamps for the purpose. These posts were authorized by an edict dated September 1, 1879, to carry local letters from one point in the district to another, and also to take letters to and from the nearest Office of the Government postal service.

With their characteristic fondness for vivid colours, the designers of the rural stamps have made them of many hues, and if they are not particularly artistic, they are decidedly highly coloured. Some of the results are, in consequence, often absurd in the eyes of a Briton, but it must be admitted that some of them are admirable specimens of the engraver's art.

The stamp of "Tiraspol" would vie with a matchbox label in point of size. Two penny English stamps could be laid side by side on the top of this philatelic giant and still not cover it completely. "Tiraspol" is a district in the province of Cherson. The stamp is a marvel of the designer's art, and is printed in no fewer than five colours, namely, gold, red, black, green, and yellow. In it the Russian eagle is surmounted with a cross printed in gold, the arms of the municipality of Tiraspol are shown below the Russian standard, and the inscriptions indicate that it is a "Tiraspol rural stamp."

A curiously mystic looking stamp comes from Tikhvin, in the province of Novgorod. The design shows a sun, printed in gold, and a band of silver on a shield of red and blue. The outer frame is in black. This handsome stamp is printed in five colours. Another illustration is of a stamp from Outskysk, in the province of Volhgia. It shows a typical local landscape, in the foreground of which stands a shaggy bear, whose gaze is fixed upon some unseen prey. The stamp is a pretty one, being printed in three colours, red, blue and brown, the last named colour being reserved for bruin, the typical animal of Russia.

## INTERFERING WITH NATURE.

Under the title "A Curious Human Document," Dr. Robinson in a recent *North American Review* shows how nature may make mistakes when she is working under influences controlled artificially. The "Document" he refers to is a corn or bunion, which he takes as illustrating his contention. Dr. Robinson says:—

"If we would understand how this odd perversion has been brought about, we must, firstly, bear in mind that the period during which man, by completely encasing his feet in hard boots, has become a sort of *anatomical ungulate*, is very short indeed compared with the immeasurable epoch during which he wore no foot-covering at all. In those ancient days, also, when every man was a hunter who had to pursue game afoot—and was in danger of starvation if he did not succeed—pedestrianism was of much greater importance in the economy of life than it is now. Secondly, we must remember that little or no change has taken place in man's physical framework since those remote times when he was an absolute savage. Thirdly, nature's methods of meeting physical emergencies, as applied to man, are appropriate not to his recent and as yet brief environment of civilization (and boots), but to the state of universal bootlessness which prevailed throughout the long stone ages."

Nature meets friction on the skin, Dr. Robinson reminds us, by a growth of horny cells at the threatened spot, forming a callosity that protects the skin from harm. This is especially true of the foot, which in primitive times was exposed to this kind of injury more than any other part of body. Says the author:

"As long as man ran barefoot, all went extremely well. If one part of the foot, owing to some personal peculiarity of gait or habit, wore away faster than the rest, and was in danger of becoming abraded, that fact alone caused small papillae, filled with active blood-vessels and nerves, to spring up at the threatened spot, so that horny cells were produced in great abundance. Hence, any primitive savage who habitually rubbed one part of his foot in climbing to his rock shelter, was protected from consequent disfigurement; and if, through some change in habits, another part became chafed more than the rest, the new need was met in a precisely similar fashion. No accumulation of this thickened cuticle took place at such a spot, because it was rasped away by the wear and tear of locomotion just as rapidly as it was formed."

"Now, let us see what takes place under modern conditions. Under the stimulus of undue local pressure caused by an ill-fitting shoe, certain nerves (forming the intelligence department of the disturbed region) become excited, and send an alarming report to headquarters. . . . From the spot 'where the shoe pinches,' a message is despatched along the conducting nerves to the central bureau: 'Much friction here. Send help at once or skin will be abraded.'"

"There is no delay in responding to this appeal. . . . A rapid accumulation of the cuticle takes place over the spot 'where the shoe pinches' and this being artificially protected from attrition from without, continues to thicken until it causes a severe aggravation of the pressure upon the tender parts below. The nerves in the advanced papillae become acutely aware that matters are going from bad to worse, and send agonized appeals for further relief to headquarters. Our central repair department, still taking it for granted that the chief thing it fears—namely, abrasion of the surface—is taking place in spite of all that has been done, redoubles its former efforts. Fresh supplies are hurried to the front, and the local authorities are instructed to increase the pile of horny cells, at the spot where the pressure is greatest, by every means permitted by the laws of nature."

"As a result, the thickened cuticle over each new papilla, instead of being rasped away, as in the case of the barefoot savage, is at first heaped up upon the surface like one of the horny cones covering a dog's paw. But being unable to get any further in an outward direction, on account of the unyielding boot, it presses inward upon the tender and vascular tissues of the papilla itself, and at length penetrates them, the form of an inveterate corn of cornaceous matter."

"We may see from this that it will not do blindly to 'trust to nature,' in medical and surgical emergencies, until we have succeeded in convincing nature as to the existence and worth of the appliances of modern civilization. In the case in point, I fear there is no prospect whatever of her changing her methods, unless, during the course of many hundred generations, some of her comings should be steadily eliminated as 'unfit'; so that, at length, the whole surviving population can wear ill-fitting footwear with impunity."

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Auzer, Bishop Van  
Armistead, Miss A. J.  
Awwin, Miss  
Agathe, G.  
Allan, Mrs. W. J.  
Andrew, Mrs.  
Anderson, Miss  
Arnold, Miss  
Anderson, O. M.  
Aheron, J.  
Atheron, J.  
Bryan, M. R.  
Bird, W. H. M.  
Barton, A. L.  
Buissonné, W. T.  
Benham, J.  
Burroughs, Miss C.  
Byron, A. C.  
Boyd, Mrs. J. E.  
Bowrou, J. E.  
Blass, A.  
Burden, A.  
Biss, J.  
Burr, Miss  
Bennett, E. F.  
Beydon, P.  
Bey, C. B.  
Bales, H.  
Budge, J.  
Chapman, W. Mrs.  
Cartledge, J.  
Cowie, E. H.  
Callesen, Capt. V.  
Cowie, Mrs.  
Gooke, L. F.  
Graig, J.  
Carrington, J. C.  
Carrington, Mrs.  
Costa, M. J.  
Carlsson, A.  
Cruz, D. B.  
Cary, W. H. F.  
Comrie, J.  
Caffrell, E.  
Carlton, P.  
Dannenberg, Miss E.  
Darlington, H.  
Dunbar, T. E.  
Deas, W. P.  
Davis, Miss A.  
Dean, F.  
Donnels, J.  
Duncan, D.  
Dingeldin, A.  
Elkins, S. B.  
Evans, W. A.  
Eckel, A. R.  
Fobris, G.  
Freeman, Miss V. W.  
French, Mrs.  
Foot, Capt. F.  
Fagen, O.  
Flint, O. M.  
Forest, Miss A.  
Friedman, Mrs. S.  
Fernandes, C.  
Field, H. C.  
Forster, Dr.  
Fennell, F. L.  
Goele, F.  
Georgeson, J.  
Grunstein, B.  
Grenwood, T. L. C.  
Griffin, C.  
Grandt, H.  
Gray, J. C.  
Goicuria, Sr. A.  
Godwin, Mrs.  
Harley, R. H.  
Hachez, Mrs. H.  
Hoolley, F. F. G.  
Hormeyer, T. C.  
Huby, G.  
Harrison, Mrs. P.  
Hallard, F. J.  
Heacock, A.  
Hay, Rev. N. E.  
Hark, G.  
Hall, S. B.  
Henderson, W. H.  
Heaney, Mrs.  
Hawles, W. L.  
Hakata, C.  
Hawling, H. G.  
Hastie, J. (R.G.A.)  
Harper, A. H.  
Hughes, E.  
Hing, C.  
Hastie, G. F.  
Hill, Depdt.  
Hawes, C. H.  
Hughes, Mrs.  
Ip Fui  
Irvine, Miss  
Irwin, C. W.  
Johnson, J.  
Jeffries, Rev. M.  
Jenkins, C. M.  
Juma, Mrs.  
Johnson, R.  
Jansson, A.  
Johnson, H. C. B.  
Kemper, G.  
Karmala, S.  
Kirk, Dr. R.  
Kelton, W.  
Kuhn, F.  
Kirkman, G. W.  
Knapp, Jr., W.  
King, G. G.  
Kirk, A. R.  
Kirne  
Korster, Mrs. O. W.  
London, H. J.  
Laglaize, L.  
Loher, A.  
Larkin, A.  
Leon, C. de

Li Pin Shang  
Lebrun, H.  
Lee, Miss D.  
Lee, G.  
Menasché, L.  
Marcus, S. R.  
McGregor, A.  
Mills, W.  
Maxwell, Lieut. D. H.  
Mayer, J. D.  
Matteson, J. F.  
Mui, Miss A.  
Mein, W.  
MacCallum, D.  
Machowsky, F. von  
Medical Officer  
Moffatt, Dr. A. T.  
Monteiro, T.  
Mullins, J. H.  
Mehta, Miss S.  
Malpas, Miss  
McKinnon, J. F.  
Mias, A.  
Marshall, A. W.  
Nicol, J. A.  
Neilson, E.  
Nishizaki, G.  
O'Brien, J. J.  
Osawa, Miss  
Owen, W. P.  
O'Connor, Mrs. J. M.  
Olcott, Miss E.  
Osborne, E.  
Paulsen, T.  
Pillay, J. R.  
Patterson, J. H.  
Paisis, G.  
Pintowsky, Paul V.  
Parkinson, Dr. T. W.  
Pereira, Miss S.  
Plummer, H. B.  
Perrault, E.  
Perkey, S.  
Page, Miss M.  
Pastano, D. J.  
Pastano, D. J.  
Palmer, B. W.  
Painter, Rev. T. W.  
Pereira, D. S. G.  
Pomeroy, Dolly  
Rivington, C. F.  
Ramos, R.  
Read, Miss M. B.  
Rusby, C. B.  
Roberts, J.  
Riogen, Capt. A.  
Ryder, J.  
Ruse, E. P.  
Rynolds, R.  
Reuterford, Mrs. H. H.  
Reid, J. G.  
Roberts, H. C.  
Robinson, C. J.  
Richard, Prof.  
Remedios, Mrs. F. M.  
Robinson, C. T.  
Reid, J. C.  
Smith, W. A.  
Stewart, Messrs. J. & G.  
Siven, E.  
Stephen, A.  
Steel, J.  
Shrewsbury, R. W.  
Stevens, G.  
Standley, L.  
Sawada, Miss  
Schuh, S.  
Siv, R. T. P.  
Spieler, O.  
Sanios, J.  
Simpson, A. I.  
Shane, Capt.  
Shneider, A. M.  
Sambor, Dr. F. G.  
Spiller, M.  
Sanyer, N. M.  
Sparrevoth, F. G. P.  
Stewart, Miss  
Sterling, G. J.  
Stockwood, W. G.  
Starr, Miss G.  
Tomiyakin  
Torre, T.  
Talbot, T. W.  
Takenowich, Miss H.  
Tan, H.  
Tong Hong  
Thompson, Mrs. A. B.  
Takamoff  
Thompson, P. H. W.  
Underwood, J.  
Vanderpel, Mrs. M.  
White, S.  
Westrop, Miss  
Wilkins, Mrs.  
Welch, J.  
Will, W. N.  
Wheeler, I.  
Woods & Co.  
Wren, P. T. W. E.  
Watts, Mrs.  
Ward, E.  
Wheate, W. E.  
Westcott, H.  
Walker, J. D.  
Williamson, J.  
Wenburn, H. O.  
Williams, D.  
Waller, J.  
Whinnerah, T. C.  
Watts, Miss F. W.  
Wise, A. W. S.  
Wallace, F.  
Walter, R.  
Young, W. R.  
Young, H.  
Young, E.  
Zinn, G. A.

List of Registered Covers for Merchant Ships.

S.S. *Assoy* ..... G. Nazimovich.  
" *Atter* ..... M. Richmond.  
H.M.S. *Burford* ..... G. Groves.  
S.S. *Belgian King* ..... Abernethy.  
" *Changsha* ..... Capt. Moore.  
" *China* ..... Mr. Cooper.  
" *Deucalion* ..... M. J. Garbutt.  
" *Elite Norwich* ..... J. J. McCarthy.  
" *Emma Luyken* ..... Capt. Wallis.  
" *Halifax* ..... R. Olsen.  
" *Hankow* ..... J. Christie.  
" *Hanoi* ..... Theo. Rannier.  
" *Hatting* ..... A. E. Tilston.  
" *Kaifong* ..... R. P. Smiles.  
" *Kaifong* ..... Capt. Sanderson.  
" *Manuel Laguna* ..... E. Nielson.  
" *Monmouthshire* ..... Capt. J. Kennedy.  
" *Monmouthshire* ..... W. Crowley.  
" *Mylo* ..... J. P. Walker.  
" *Parranilla* ..... C. Morris.  
" *President* ..... R. B. Munro.  
" *Rudley* ..... John Mann.  
U.S.H.S. *Relief* ..... Chas. McFeely.  
" *Relief* ..... J. H. McNeil.  
" *Relief* ..... J. H. Miller.  
" *Relief* ..... P. Schneider.  
S.S. *Reva* ..... C. Cantanionis.  
" *Saint Jerome* ..... Capt. A. Jones.  
" *Shantung* ..... Miles.  
" *Shantung* ..... J. Kynock.  
" *Takung* ..... R. O. Lloyd. (2)  
" *Ult* .....

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Heckerheim, Powlee.  
Bruff Comedy, Quanansung.  
Butler Duncan Pigtail, Shan.  
Cheekosiang, Stack.  
Chingtai, Steamer *Windland*.  
Cheong Seng Loong, Suasavruen.  
Duncan Chesney, Takmakoff.  
Dobell, Welsh Fusiliers, Thil.  
Honjoo, Toksham.  
Ingssanlee, Turgens.  
John Wheeler, Watanabe, Messagerie.  
Kamchong, Yeon.  
Kangyuenheng, Yuenmow.  
Kangyuenheng, 3232, 3566, 3654, 3875.  
Kwongyuenheng, 1311, 2950 (Wingon).  
Kwongyuenheng, Tai, West Point.  
Lapraik, 0651, 3031, (Nam Wan).  
Lelle Wenham, 0208, (Swee Keechan).  
Lichuenshang, 5502, 7127 (Manloong).  
Matthew, Joseph, Tor- 2688, 5288 (Wing Kee).  
pedo Depdt, 6436.  
Nathan, 3458, 4713, 5002 (Kan).  
Njiewoo Chiong, Hok Chau.

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## Consignees.

FROM HAMBURG, ANTWERPEN,  
ROTTERDAM, PENANG  
AND SINGAPORE.

## THE N.D.L. Steamship

"WÜRZBURG."  
Captain Schöder, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 15th June, 1901. [632c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, HOMBAN, COLOMBO, PENANG & SINGAPORE.

## THE Steamship

"MARIA VALERIE,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—  
From Venice, ex S.S. *Massimiliano* transhipped at Trieste.

From Trieste, ex S.S. *Imperator* transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 23rd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 17th June, 1901. [617c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

## THE Steamship

"INDIA,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 17th June, 1901. [528c]

"BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLAVERS"  
FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 26th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th June, 1901. [651c]

## NOTICE TO CONSIGNEES.

S.S. "HEATHBURN,"  
FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, and Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 20th June, 1901. [654c]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of CARGO per Steamship "COFFIN."  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 20th June, 1901. [3]

## Intimations.

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THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package, by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [63]

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Opposite the City Hall.

Hongkong, 30th April, 1900. [41]

## NOTICE.

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PREVENTANT

AVOID ALL RISK OF OUTBREAK BY  
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W. G. HUMPHREYS & Co.,  
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Hongkong, 9th March, 1897. [37]

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Hongkong, 2nd September, 1898. [40]

## NOTICE OF REMOVAL.

BEG to inform my Patrons and Public. Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,  
5, D'Aguiar Street,  
Hongkong, 27th April, 1900. [53]

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A FINE Consignment of FRENCH PRESERVES of a well known make.

Quality will speak for itself.

H. RUTTONJEE,  
5, D'Aguiar Street and  
23 & 25, Elgin Road, Kowloon.  
Hongkong, 16th April, 1901. [34]



